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TWO GIGANTIC AND CUNNING TRUSTS STILL SEE THEIR WAY CLEAR TO EVADE THE LAW AND SWINDLE THE PUBLIC.

Railroad Trust Sleeps.

WHEREAS, It has been decided by the Supreme Court of the United States that the agreement under which the association was formed is in some of its terms in conflict with the statute known as the Sherman Anti-Trust law; therefore,
Resolved, That this association be and it is hereby dissolved, and that said agreement be and it is hereby cancelled and annulled.—Resolution of the Joint Traffic Association.
"We shall be obliged to await legislation by Congress. An understanding regarding rates is necessary, and we hope that Congress will make it possible."—Chauncey M. Depew, President of the New York Central Railroad.

Railroad Pool's Ingenious Scheme to Continue Business Despite Court's Order.

Sugar Trust Announces It Has Se- cured Control of Hawaiian Raw Sugar Output.

Sugar Trust Expands.

THE value of this masterly arrangement to the stockholders of the company is very great and is the most important in the current sugar war, as usual, the American Sugar Company coming out on top.—Organ of the Sugar Trust.
The "masterly arrangement" referred to in this paragraph is a deal by which the Sugar Trust gets control of the entire output of the Hawaiian sugar plantations for years to come, thus shutting out Arbuckle from this source of supply and also preventing the construction of refineries in the islands that have recently become part of the territory of the United States.

TRUSTS supplied important features in the history of yesterday. The Joint Traffic Association, a gigantic pool of railroad corporations formed for the purpose of making and maintaining rates for transportation, went out of existence by resolution of representatives of the companies that composed it in obedience to a decision of the Supreme Court of the United States that declared the association a trust, within the inhibitions of the Sherman Anti-Trust act, and also operated in violation of the Interstate Commerce act. After the dissolution of the association presidents of railroad companies met in secret session and promptly had an "understanding among gentlemen." It is the purpose to ask Congress to pass a law that will permit an agreement of railroad companies upon rates. While the railroad pool was going out of business the Sugar Trust was announcing that it had expanded its business by reaching out to Hawaii and obtaining such contracts as give to it the control of the entire output of raw sugar of the islands for years to come.

The Railroad Trust's Little Scheme.

The first of the trusts ostentatiously died yesterday. It anticipated execution under the Sherman Anti-Trust law by a decent process of corporation hari-kari which is unique in American history. Its resurrection in different guise did not long follow the official obsequies.

Dr. Chauncey M. Depew sat at the head of a long table, around which were grouped three score of the important railroad men of the country. Dr. Depew read the text of the opinion of the Supreme Court of the United States, in which was expressed in terse, final sentences the fate of the biggest railroad "rate-pool" ever formed.

Two hoary men of acknowledged wisdom in the construction and evasion of their country's laws arose, one after the other, and in words of indisputable exactness declared the application of the decision.

Then, by a vote of the men who influence the country's destinies because they control its transportation facilities, the Joint Traffic Association was, in a moment, dissolved and became as if it had never been. The dissolution of this most powerful of all capitalistic trusts—in so far as the interests of the general public are concerned, was effected in a set of resolutions. The text of these resolutions occupied for several days the attention of four eminent jurists—Judge S. E. Williamson, general counsel of the New York Central & Hudson River Railroad; Judge J. A. Logan, general solicitor of the Pennsylvania Railroad; Colonel W. H. Blodgett, counsel of the Wabash Railway, and George C. Green, counsel of the Lake Shore & Michigan Southern Railway.

The Passing of the Great Railway Trust.

As read and adopted the resolutions of the Joint Traffic Association were as follows: Whereas, The Joint Traffic Association was formed January 1, 1890, for the following purposes as set forth in the agreement, namely:

"To aid in fulfilling the purposes of the Interstate act, to cooperate with each other and adjacent transportation associations to establish and maintain reasonable and just rates, fares, rules and regulations of interstate traffic, to prevent unjust discrimination and to secure the reduction and concentration of agencies and the introduction of economies in the conduct of the freight and passenger service."

Whereas, This association has, during its existence of nearly three years, endeavored by every lawful means to cause its members to adhere strictly to and carry out the provisions of the Interstate Commerce law; that it has kept the Interstate Commerce Commission informed of its action upon all questions, and furnished the Commission with all its resolutions, the conclusions of its committees and the schedules, rates and agreements of every kind adopted, but, Whereas, It has been decided by the Supreme Court of the United States that the agreement under which the association was formed is in some of its terms in conflict with the statute known as the Sherman Anti-Trust law, therefore,

Resolved, That this association be and it is hereby dissolved and that said agreement be and it is hereby cancelled and annulled.

Resolved, That each system represented in the association designate one person, who together shall constitute a committee whose duty it shall be to settle and adjust the accounts and obligations incurred in connection with the association, and that all books, papers, documents and property of the association be delivered to said committee by the commissioner and managers and that said committee proceed as expeditiously as may be to close up the affairs of the association.

Pursuant to the last resolution, the following gentlemen were appointed on the committee to close up the affairs of the Joint Traffic Association:

H. J. Hayden	Representing the New York Central and affiliated lines.
D. S. Gray	" " " " " "
George F. Randolph	" " " " " "
George G. Cochran	" " " " " "
John Barton	" " " " " "
H. C. Hicks	" " " " " "
Gen. Orland Smith	" " " " " "
M. Knight	" " " " " "
George Olds	" " " " " "

The passing of the Joint Traffic Association occupied most of yesterday and suite of rooms in the big building in Liberty street, in which the Central Railway of New Jersey has its headquarters.

Well informed persons will allege that the conclusions of the transportation magnates, obedient to the text of the Supreme Court's mandate, mean nothing. They will point to the surviving Trunk Line Association as covering in all but the penal clauses the purposes of the Transportation Trust, which was killed by the vote which made of the resolutions printed above an official utterance.

But in controversy of the allegations of people who doubt the honest intent of the men who subscribed to these resolutions comes this declaration of Dr. Chauncey M. Depew, chairman of the Board of Directors of the Vanderbilt line:

The Joint Traffic Association is dead. It has ceased to exist. It is a disembodied spirit. We have formed no association to succeed it. We shall be obliged to await legislation by Congress. An understanding regarding rates is necessary, and we hope that Congress will make it possible.

A "Joint Traffic" and a "Trunk Line."

The Joint Traffic Association, which officially died yesterday, was, as has been decided by the Supreme Court of the United States, a combination of railway lines doing "trunk line business" between the Atlantic coast and the Mississippi river, in the territory north of the Ohio River, the purpose of which was to prevent competition.

Every trunk line of importance had subscribed to the agreement which was its basis. Rates on all classes of business were exactly stated, and the penalties for "rate cutting"—for violation of the terms of the competition-eliminating agreement—were simply specified in a graduated list of fines, the smallest of which would have bankrupted an ordinary bank. The Joint Traffic Association maintained extensive offices in the "Jersey Central" building, with a Board of Commissioners and a couple of high-priced secretaries to enforce its mandates.

On the same floor of the same building the Trunk Line Association has also offices containing commissioners and secretaries.

The employees of the Joint Traffic Association have been kept constantly employed for several years past. The employees of the Trunk Line Association during the same period of time have had a practical vacation.

F. H. Hoyt is one of the secretaries of the Joint Traffic Association. He said calmly yesterday:

"The Joint Traffic Association has been dissolved. The resolution adopted by the representatives of the roads included in the association is in exact obedience to the mandate of the courts. We shall be obliged to await legislation by Congress, for rates must be maintained if railways are to live. I don't think there will be any cutting of rates pending the convening of the next Congress. The roads are anxious to obey the law, and they will maintain the schedules now on file with the Interstate Commerce Commission."

"I understand that there is some arrangement touching through emigrant passen-

The Sugar Trust Reaches Out to Hawaii.

The Sugar Trust, quickened by its fight with Arbuckle, has stretched out a long arm to Hawaii and grabbed the sugar product of this new territory of the United States.

The decision of the Supreme Court of the United States in the railroad pool case seems to have no terrors for the gigantic combination of capital that has controlled the manufacture and sale of sugar for several years. The Trust is now more in evidence than ever before, because of its active work to break down Arbuckle and his associates who have dared to offer for sale in the market sugar at a price less than the rates quoted by the huge combination of which Havemeyer is the head.

Yesterday the facts about the contracts that place Hawaiian sugar in the control of the Trust were made known to the public. In brief, the Trust has obtained control of contracts with the planters of the Isle of Hawaii, by which the Trust will take the entire product of the plantations for a term of years.

The plans working to this result have been laid for several months, and operations have been secret and mysteriously conducted. The key to the control of the Hawaiian product was the Hawaiian Commercial and Sugar Company. For the past few years this corporation was controlled by C. Augustus Spreckels and Rudolph Spreckels, the younger sons of Claus Spreckels, of San Francisco. These sons were at bitter enmity with their stern parent, who is in the Trust and conducts his great sugar business in the West in affiliation with the Oxnards, of Nebraska, and the Havemeyers and other magnates, of the Eastern seaboard. The business of this independent company was successful, and the corporation made contracts with the planters for the purchase of their crops.

Spreckels Father Against Spreckels Sons.

Within the past few weeks the young Spreckels brothers discovered that they had lost the control of the company. Purchases of the stock had been made quietly until an interest, in opposition to the management, had possession of a majority of the stock. Then came a sudden change in official and methods of business. The Hawaiian Commercial and Sugar Company from an independent company became a tool of the Trust. Claus Spreckels himself, or those interested with him, managed the deal by which the sons were bereft of their office and control in the interest of the Trust, with which the parent Spreckels has been associated since it bought out his Philadelphia refinery and made conditions satisfactory to him for the trade west of the Missouri River.

The story is told here that C. Augustus and Rudolph Spreckels were negotiating with Arbuckle to supply him with raw sugar at the very time that their father, or his associates, was buying the stock that gave the control of the company.

The action of the trust shows that it is to control so far as possible the trade in raw sugars as well as the manufacture and sale of refined sugars and other saccharine products.

From Hawaii will come every year some 250,000 tons of high grade cane sugar. Of this amount 75,000 tons may be refined in the refineries at San Francisco and the remainder brought to the East. Thereby the Trust not only gets control of a great quantity of high grade sugar, not only shuts out its rival from this source of supply, but also prevents competition from refineries in Hawaii. Construction of sugar works in the islands was contemplated as soon as the flag of the Union floating over the Government house assured a stable policy and protection to property.

Next for Louisiana and Porto Rico.

The reports yesterday indicated that the trust is already bargaining for the crop of Louisiana, some of which is coming upon the market later than usual because of the yellow fever in that State last summer and this fall; also that it is has shrewd agents in Porto Rico to get control of the product of that island, which soon will be admitted to the continental part of the United States without the duty that was charged when Porto Rico flew the flag of Spain.

An announcement, that may be deemed official, of the deal in Hawaiian sugar was gleefully made yesterday in the Sugar Trade Journal, the publication of Willett & Gray, that is the recognized organ of the Trust. The paper makes this significant comment:

"The value of this masterly arrangement to the stockholders of the company (Trust) is very great, and is the most important in the current sugar war, as usual, the American Sugar Company coming out on top."

The same paper prints this paragraph about the bears of the stock of the American Sugar Company, the corporate name of the Trust:

"It looks a little as if the manipulative short interest in Sugar stock might have a nice time in covering out. There are said to be only about 60,000 shares floating stock in the Street, for which a daily premium of 1-3/4 per cent has been paid for weeks past, and yesterday at one time the premium rose to 5-3/4 per cent. Vanderbilt once repeated under similar conditions: 'He who sells what isn't his,' etc."

The deal will have particular interest to the people of the West. The sugar war has been raging in San Francisco. Arbuckle's representative in that city offered to sell the dealers sugar at 5 1/2 cents per pound, one-half cent a pound less than the price fixed by the Trust. The Trust reduced its price to 5 1/2 cents and held its trade, using all its great power to make the wholesale dealers stand against the opposition.

The Southern Pacific Company, too, is concerned in the fight. The information here is that C. P. Huntington, president of the company, agreed to a rate for freight 50 cents a hundred pounds for sugar transported to San Francisco via New Orleans. The tariff rate was \$1.65. Within a few days the agreement was cancelled by the railroad company. In this connection it is interesting to note that the freight rate on raw Hawaiian sugar to New York is 35 cents a hundred pounds.

Thus the Sugar Trust, with the aid of the Southern Pacific Company, fulfills its command that no sugar made in New York or elsewhere in the East shall be sold west of the Missouri River and that no sugar made in California shall be sold east of the Missouri River.

NEW STEEL RAIL POOL IS FORMED.

All the Great Manufacturers Make a
Combination to Raise the Price
of Rails.

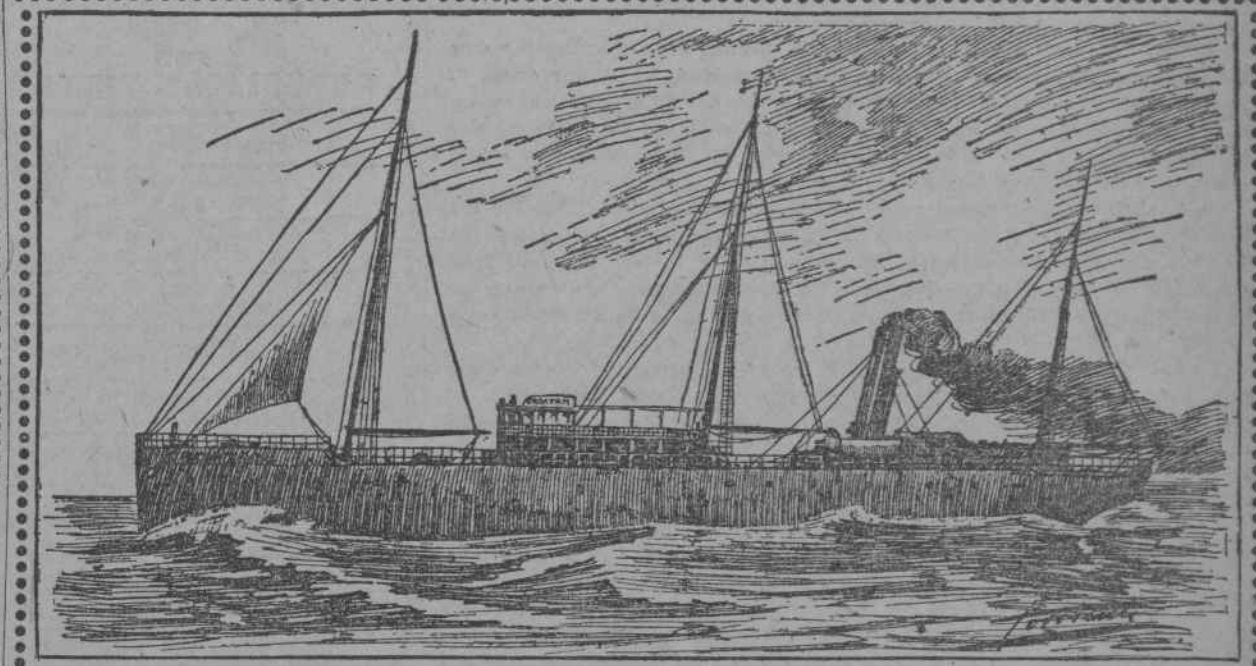
Philadelphia, Nov. 4.—It was announced today that the steel rail manufacturing companies had agreed to maintain the price of steel rails, the contract to remain in force for five years. Besides this, the

price was to be advanced from \$18 to \$20 a ton.

This is a combination to take the place of the steel rail pool which was broken last year.

For several years prior to January, 1897, a similar pool kept the price around \$28 per ton. Practically all the steel rail manufacturing companies are members of the new pool. The Bethlehem Iron Company is not, however, but it is said that company is not paying much attention to the manufacture of steel rails, and the Colorado Steel & Iron Company was taken in its place.

CLYDE STEAMSHIP GROATAN BURNED AT SEA—FIVE LIVES LOST, TWENTY-TWO SAVED.



THE CLYDE LINE STEAMER GROATAN, WHICH WAS BURNED AT SEA.

Flames suddenly burst out on the steamer while she was going from New York to Wilmington, N. C. The crew and passengers put on life preservers and sprang into the sea. Five were drowned, and the others, twenty-two in number, were picked up and taken to Vineyard Haven.

JOE JEFFERSON TOO ILL TO PLAY.

Bronchitis Prevents Him
from Speaking Above
a Whisper.

AUDIENCE TURNED AWAY.

His Physician Hopes He Will Be
Well Enough to Play
on Monday.

As many men and women as the Fifth Avenue Theatre can seat with propriety turned away sadly from its doors last night, saying one to another, and to those whom they met:

"Joe Jefferson is ill. The old man is not well enough to play to-night."

That Joseph Jefferson should be ill was recognized as an event of universal interest, for Joseph Jefferson is a tradition as well as a personality. And, besides, the illness of a very old man is never a matter to be considered lightly.

But there is no immediate alarm for Mr. Jefferson. Indeed, his physician holds out hope that he will be well enough on Monday to revive "Rip Van Winkle," according to promise. He is suffering from bronchitis, which has so affected his voice that he cannot speak above a whisper.

The disappointment of so many people and the unwonted darkness of the theatre attracted much attention on Broadway. The news of the veteran comedian's illness flew swiftly throughout the realm of players and playgoers, and sadness darkened the faces of the older and younger generations. Many were the expressions of sympathy heard last night at the Players' Club, which assumes at all times a filial attitude toward the dean of the theatrical profession in this country.

Of those who were turned away from the Fifth Avenue Theatre some expressed surprise that they had not been offered an opportunity of seeing "The Rivals" without Jefferson. Tradition has it that he has no understudies. They would as soon have thought of seeing "Hamlet" without the Dane.

It was not without great reluctance that Mr. Jefferson remained in his apartment at the Holland House. Indeed, if he could have mustered enough vocal strength to make himself intelligible to an audience it is probable that he would have set his physician at defiance and presented himself at the theatre. But this, unfortunately, was not the case.

Mr. Jefferson's trouble began with a cold which he caught on Sunday while taking a drive. It grew worse as the days passed. Yesterday morning his friends summoned Dr. Walker, who was requested to use his best efforts to qualify Mr. Jefferson for the evening performance. He did his best during the afternoon, but as night drew on the distinguished patient showed little improvement.

"If you attempt to play to-night," said the doctor, "I cannot guarantee that you will not break down."

And so the player stayed at home. His son, Charles B. Jefferson, said last night there was little doubt that his father would be able to appear on Monday. Until then the theatre will remain closed.

Joseph Jefferson will be seventy next year.

F. A. BOWEN ROBBED ON A STEAMER.

New York Man Placed \$300 Under His
Pillow and Some One
Took It.

Fall River, Mass., Nov. 4.—F. A. Bowen, of New York, reported to the police today that he had been robbed of about \$300 on a steamer from New York to-day. He had hid the money under his pillow, gone off the boat and when he returned the money had disappeared. The funds belonged to a New York construction company and were to pay off bridge employees at Trereton, N. E.

The Survivors Landed at Vineyard Haven by Their Rescuers—Will Come to New York To-day.

Vineyard Haven, Mass., Nov. 4.—Some with their faces scorched and many with their clothing in flames, the twenty-seven persons who sailed from New York on the Clyde liner Groatan last Monday, cast themselves into the sea rather than perish in a drifting furnace. Five of them were drowned. Their names are:

JOSEPH J. M'GARTHY, of Nova Scotia, second assistant engineer of the Groatan; leaves a widow in New York.
JAMES CURTIS, of Jersey City; steward.
MR. JAMES CURTIS, his wife
JENNIE WILLIAMS (sister), of Wilmington, N. C. (surname unknown), older.

Such was the tragic tale told by the twenty-two survivors who were landed here today by the four-masted schooner Alice Clark, of Portland, Ore., having been pulled out of the water by a boat's crew from the schooner and carried further north than they dreamed of going when they set out from New York.

These survivors are: Captain C. M. Hale; first officer, B. C. Conklin; second officer, F. W. Goring; chief engineer, C. Kennedy; first assistant engineer, Charles E. Broune, older, W. H. Kelley; cook, R. Lee; waiter, Richard Jordan; sailors, George Spangier, Stephen Duncan, James Burris, John Hanson, Harry Hanson; three Spanish firemen, names unknown; passengers, R. W. White, wife and brother, of Wilmington, N. C.; N. Upmeyer, of Hamburg, Germany; Evelina Steadman (colored), and Jennie Hamilton (colored), of Wilmington, N. C.

Swift spread of the fire.
In the thrilling narrative unfolded by Captain Hale and his fellow castaways, two features stand out in bold relief. One is the remorseless swiftness of the fire, cutting off all hope of escape by means of the boats; the other is the providential preservation of the survivors on their voyage north, of the Alice Clark, bound for Portland from Norfolk, Va.

The Groatan was two hours out from New York, humming along in smooth sea, headed for Wilmington. It was 3 o'clock on Tuesday afternoon, in other words, a dreary calm tumbling on deck, shouting:

"Fire! She's on fire down below, and it's eating the bottom of her!"
A spiral of smoke had followed him, and it puffed out of one of the skylight openings before the last words had left his mouth. It was followed by a tongue of flame. Captain Hale and his officers shouted their orders, while the quarter-master sprang to the bell and beat a clamorous alarm.

Summoned to quarters thus abruptly, the crew responded with the precision of clockwork. But the fire was too quick for them. There was a muffled explosion somewhere deep down in the hold. The after hatches sailed into the air as if they had been sheets of note paper and columns of ruddy smoke followed them. The crew tried to reach the boats, but flames had eaten through the deck in several places and it was impossible to carry out the captain's order.

In spite of the critical situation and the actual physical pain suffered by all-for there was nothing better than the lid of an immense stove, and it was impossible to escape the breath of the fire—there was admirable order.

All the men paid gallant attention to the few women on board and they were safely trussed up in life preservers. Three negroes on their way to Wilmington prayed volubly and without intermission, but kept their heads and obeyed orders with promptness.

Few orders were given were screamed above the terrifying crackling of the fire. After a second explosion flames burst out from stem to stern. Turn where they would, passengers and crew were confronted with torment. Faces and hands were scorched. The ship's use of the negroes caught fire and two sailors burned themselves severely beating it out with their hands.

There was no choice between the cruel flames beneath and the cruel, calm sea all around. And the Groatan was sinking.

"All hands save yourselves! Jump overboard!" shouted Captain Hale.

And the cry was taken up by the crew.

"Jump!" they roared. "Jump, everybody! It's our only chance, and we're sure to be picked up!"

Even the women needed no urging. Another of them had caught fire and was being carried away as it was doused into the sea. The same thing happened to one of

WARMER.

FOR NEW YORK CITY:
WARMER TO-DAY.
RAIN SUNDAY.
For New York, New Jersey,
Connecticut and Eastern Pennsylvania:
Fair and warmer to-day,
rain Sunday.
The highest temperature yesterday was 60 degrees, at 11 a. m.
The lowest temperature yesterday was 42 degrees, at 6 a. m.



All Leap into the Sea.

As the last of his comrades splashed into the water, Captain Hale himself jumped. He swam away from the burning ship, exhorting the others to follow his example. Most of them did, but disaster overtook the five whose names have been given. It is conjectured that they were either unprovided with life preservers, or that the belts had been improperly fastened about their bodies. The big freight steamer was settling fast. Undisturbed by a breath of wind, the flame and smoke mounted straight toward the zenith, a tall gray plume shot with rose-colored light.

It was a long pull for the men from the schooner, and death would probably have overtaken others of these in the water if Captain Hale and his chief officer had not managed, by dint of great exertion, to fight the ship's way, which had been damaged in the attempt to lower it, and so cast adrift. Climbing into the half water-logged boat, they navigated it to where those in the greatest peril were struggling, and pulled eight of them to safety. Shortly afterward the boat from the Alice Clark reached the scene, and the remaining twelve were hauled on board.

The twenty-two survivors were given every possible assistance by Captain Clark, of the schooner. Not only did he furnish them with food and clothing, but he gave them money to reach their destinations. They are now being cared for at the Seamen's Bethel and in private homes. They will start for New York to-morrow, on their way South.

T. G. Eger, traffic manager of the Clyde Line, with offices in Bowling Green, received a telegram from Captain Hale, of the Groatan, yesterday afternoon, notifying him of the fate of the vessel.

Instructions were sent Captain Hale by Manager Eger to bring his crew and passengers to New York. Manager Eger said:

"The Groatan left here last Monday bound for Wilmington, N. C., and Georgetown, C. She carried a cargo of light merchandise, such as groceries and other things in small lots. She was worth about \$100,000."

The Groatan was built at Glasgow, Scotland, in 1891. The vessel was 201 feet long. Her tonnage was 827.

NEW TREATMENT FOR CONSUMPTION

Dr. Murphy's Remedy Has Apparently
Worked Two Cures In
Chicago.

Chicago, Nov. 4.—Dr. J. B. Murphy's new treatment for consumptives has apparently worked its first cures. The patients are William B. Purcell and J. C. Edwards, who have been undergoing the treatment for a little more than three months.

The treatment is that which excited wide interest when presented in a paper read by Dr. Murphy before the American Medical Association at Denver this summer. There are now between sixty and seventy patients taking the treatment.

The Cook County Hospital for Consumptives, a charitable institution with accommodations for 350 patients, which will be opened here next week, will try the treatment on an extended scale.

AGED NEW YORKER LOST AT WINSTED.

James E. Ray Disappears—His Mind
Is Unbalanced.

Winsted, Conn., Nov. 4.—James E. Ray, aged seventy-five, of New York, who has been staying with his niece, Mrs. F. W. Blenher, at Sandfield, Mass., disappeared mysteriously yesterday afternoon, while in Winsted in company with Mrs. Blenher. He was known to have had only \$1.10. Fears are entertained that he has wandered away and ended his life.

Mr. Ray was at one time president of the Ray Publishing Company, but of recent years his mind has been unbalanced and he has been confined in several private institutions.